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FOLD 117

CENTRAL INTELLIGENCE AGENCY   25X1

INFORMATION REPORT

COUNTRY   Latvia

SUBJECT   Latvian Railway

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PLACE
ACQUIRED

DATE
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DATE OF INFORMATION   25X1

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DATE DISTR.   8 FEB 1954

NO. OF PAGES 2

NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 1583

THIS IS UNEVALUATED INFORMATION

1. Until the Soviet occupation of Latvia in 1940, most of the rail gauges in
    Latvia were 1524 millimeters, USSR gauge, because most of the equipment,
    both locomotives and cars, was USSR manufactured. All this equipment was
    left behind by the Soviets when Latvia became independent. Some of the
    locomotives and cars, which were used for international transportation, had
    a normal gauge of 1435 millimeters because most of Europe was using the 1435
    millimeter gauge.

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25X1   2. In 1940 the Soviets tried to convert the 1435 millimeter gauge to the 1524 mm
25X1   gauge   .
25X1   Most of the Latvian locomotive gauges could be changed, except a
        few, which had a different wheel design.   /See Enclosure (A)/

3. Locomotives were changed after a run of about 100 kilometers. The locomotive
    would be serviced at the station of destination and return to the home sta-
    tion on the next run.

4. Traffic in Latvia was not heavy, so there was enough time to service the
    locomotive.   a locomotive could be serviced in a half hour -
    coal, water, and lubrication. In case a major repair was needed, the
    locomotive would be repaired just enough to enable it to get back to home
    depot where it could be repaired.

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-end-

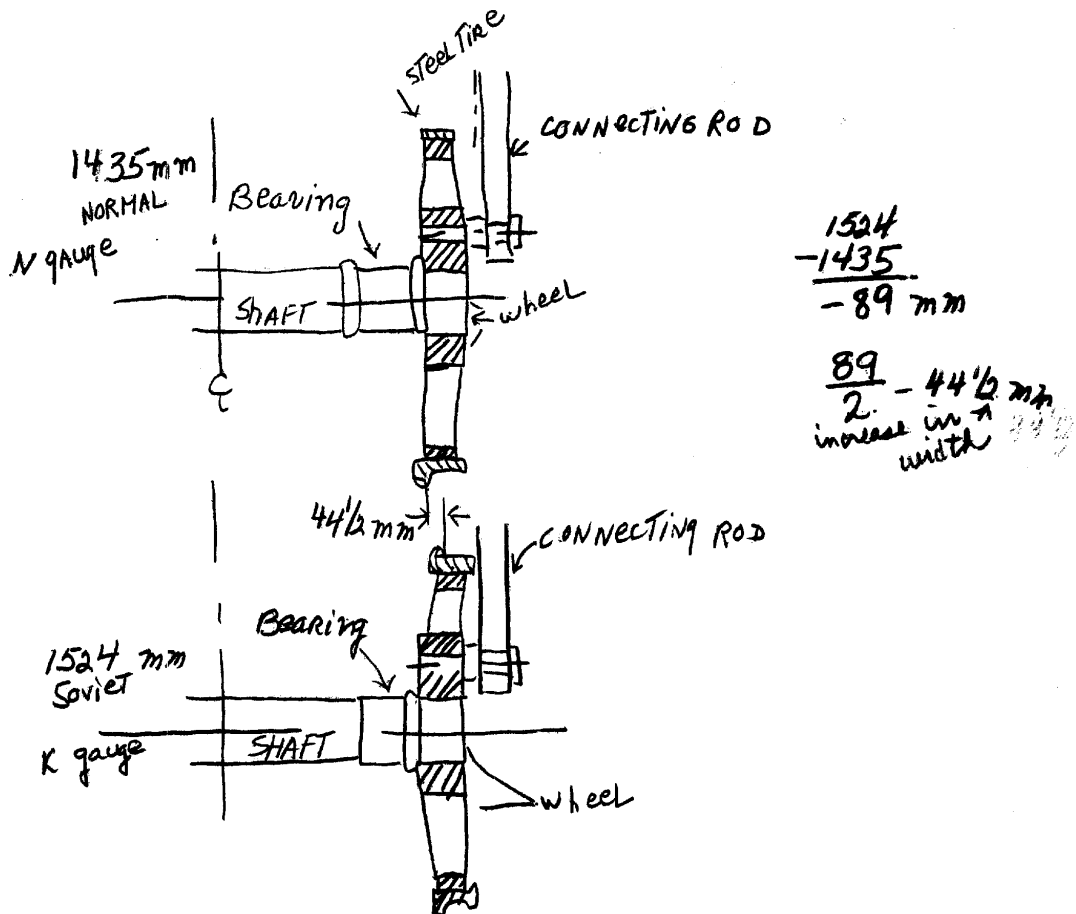ENCLOSURE (A):- Diagram illustrating   the method used in changing gauges
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ENCLOSURE (A) - Illustraing the method used in changing the gauges: